

RECEIVERS SPEND MILLIONS UPON CITY CAR LINES

Physical Improvements Mean
Better Service on Surface
Road.

TWO REHABILITATED.

Metropolitan and Third Avenue Acquiring Up-to-Date Equipment.

In what specific improvements has \$5,000,000 been spent by Receivers Adrian H. Joline and Douglas Robinson, of the Metropolitan Street Railway Company's system? Frederick W. Whitridge, the receiver, has spent \$1,000,000 on the Third Avenue Railroad lines, chiefly for new fare-in-the-box cars.

Will \$5,000,000 to \$10,000,000 additional be spent by the new owners of the Metropolitan property after the auction sale, as estimated by the Federal receivers, be sufficient to give New York City a first class electric surface railway? How great a benefit has the Federal receivership been to the public, which is, after all, the most vitally concerned interest?

In answer to the foregoing questions Judge E. Henry Lacombe of the United States Circuit Court, to-day referred The Evening World to Messrs. Joline and Robinson and their representative, General Manager Owen Root, with this belief comment:

"In the rehabilitation of the Metropolitan lines as compared with those of the Third Avenue, the improvements are of such a character as to escape the attention of the average travelling public. Then, too, the Metropolitan covers a greater area than the Third Avenue, and new rolling stock does not pass as far in the public eye. But see Mr. Root."

How Money Went.

Judge Lacombe's capsule comment in the Public Service Commission's friendly attitude toward the Federal receivers, printed in The Evening World on Wednesday, indicated "another slide" to the traction controversy now raging between the representatives of the State and those of the Federal Court.

In accordance with Judge Lacombe's suggestion Mr. Root permitted The Evening World to inspect books, contracts and papers from which the following condensed statement of expenditures by the Metropolitan receivers was prepared:

BUILDINGS

All of modern steel construction, reinforced with concrete, with additional fire walls so as to reduce the area subject to conflagration.

1. New two-story car house, One Hundred and Forty-sixth street and Lenox avenue, capacity 300 cars; to be completed in February; cost, \$1,100,000.

2. New two-story car house, Ninety-ninth street and Lexington avenue, capacity 200 cars; to be completed in February; cost, \$500,000.

3. New five-story car house, office building, Fifty-fourth street and Ninth avenue; first floor with capacity for 300 cars; upper three floors for main offices of the company; to be completed in July; cost, \$1,000,000.

4. Remodelling of car house, Fifty-ninth street and Seventh avenue; to be completed in February; cost, \$200,000.

ROLLING STOCK.

1. One hundred and fifty-five passenger cars now in use on Madison avenue, at \$7,000 each; cost, \$1,065,000.

2. Eighty cars of standard pattern now in use all over system at \$3,000 each; cost, \$240,000.

3. One hundred and twenty-seven fare-in-the-box cars at \$5,000 each; to be delivered in February for use on Eighth avenue; cost, \$520,000.

TRACK STRUCTURE.

Twenty-five miles of tram rails and slot rail entirely rebuilt, at \$500,000 a mile; cost \$12,500,000.

GENERAL DISBURSEMENTS.

Sprinkler equipment, \$12,000; replacement of property destroyed by fire, \$74,000; horses purchased, \$100,000; and payments to city and city on account of taxes and water rates, \$200,000.

"As for the future," said Mr. Root, as he laid aside a large sheet covered with the cash disbursements of the receivers, the buyers of the Metropolitan property will be first confronted by the rebuilding of one hundred and one miles of track. Here alone is an outlay of \$4,000,000. After which will come more cars, more car houses, and a complete electrification of the remaining horse-car lines. Why, I am of the opinion that the \$5,000,000 to \$10,000,000 estimated to be needed can no sooner be spent on the system than lost.

Was in Bad Shape.

"At the time the receivers took possession there was not a single modern car house in the property, the condition of the operating plants, with the exception of the power houses, was wretched, and the rolling stock had deteriorated so that it was incumbent to immediately build up the entire equipment, as a collapse was impending. To fit the property out of the mire has been the aim of the receivers acting at the personal direction of Judge Lacombe, and after fifteen months of hard grinding for finances, the Metropolitan is beginning to show a physical betterment which is deserving of the attention, as well as the appreciation of the public.

The first work of the receivers, protection of the property against fire, building new car houses, was urgent, because the great loss to a railroad is not the direct fire loss, but the loss of the fares it cannot collect from the public when its cars are destroyed and off the streets. This explains the outlay of nearly \$3,000,000 alone in construction of buildings.

As to New Cars.

"Next in importance was the rehabilitation of the rolling stock, for it is through its cars that a railroad comes

into contact with its public. And by the way," here Mr. Root branched off on the subject of the new fare-in-the-box cars, which was plainly his hobby, for it entirely consumed the balance of the thirty minutes allotted for the interview.

Each Claims the Best.

"But instead of the nickel or dime remaining in the box, as in the case of the new cars which start Sunday, the use of the entire lot cars on Broadway, our main north and south artery. They will go on Eighth avenue, except a few we shall use on Madison avenue, and they will make Receiver Whitridge, of the Third Avenue Line, turn green from envy."

"In weight these new cars are ten tons lighter than those now running on Madison avenue, and they are each provided with seats for forty-seven passengers, which is eleven seats more than the present standard car. As for the fare-in-the-box feature, the 12 is stationary, attached to the rail at the rear platform.

Latter Praises Judge.

Lieut. Murphy When Urged to Express Opinion Talks Nicely About Him.

"Battery Dan" Finn, Magistrate and no respecter of Police Commissioner Bingham, listened to-day to a moral of praise from a lawyer-politician in Yorkville Court. In response he told of his sympathy for the "under dog" and ability to defend himself at all times.

He had a large audience of lawyers and spectators in the crowded court, and the magistrate's tones were audible in the furthest corner of the room.

The Magistrate's eyes flashed with a brightness to rival the Finn red necktie when, at the opening of court, he found Lieut. William Murphy, of the legal bureau of the Police Department, facing him. Murphy was present on an illegal house case.

"Before proceeding," said the man who had described Gen. Bingham as possessing the "soul of a waiter," "I desire to have your opinion, Mr. Murphy, as to whether I ever have been discourteous or unfair in any proceeding you ever have had before me."

Murphy praises Finn.

"Judge Finn," replied Murphy, squaring his shoulders, "I am glad to say publicly what I often have said in private, that you have always treated me, personally, with uniform courtesy. Your judgments in all cases and your interpretation of the law, in my opinion, have been correct and unbiased. I have had many cases before you, and I have tried to be just and fair in my treatment of the public and police. When I have admonished the police—the police who carry clubs and pistols and who use their tempers and unbecomingly use their weapons on innocent persons—I have advised them, both for the sake of the police department and the public, to be careful."

"I have been instrumental in defending two or more policemen of the department in my time. In the Legislature I voted to increase their pay, and I have striven to benefit their condition to the utmost of my power and ability."

"As far as the attack which Gen. Bingham said I made on a colored woman, I want to say to the public that I can lay my hand on the man who committed the assault, and it was not myself."

"The thing I am proud of is that I have sympathized with the under dog and with those who are inclined to fail by the wayside."

"Concerning the other charges made against me by Gen. Bingham, I wish to say I always could defend myself with my hands, and I am proud of what I did."

This closed the Finn utterances on the Bingham situation for the day at least, and the court routine went forward.

COLD WAVE GRIPS COUNTRY.

EAST OF ROCKY MOUNTAINS.

WASHINGTON, Jan. 7.—Featured by a drop of 41 degrees below zero north of Lake Superior, a snow storm in this section, threatening weather in the South, with freezing temperatures and fast predicted for northern Florida and the Georgia and Carolina coast, a cold wave today stretches over the entire country east of the Rocky Mountains. Up in the British Northwest a frigid wave has redeveloped.

The cold has moderated west of the Mississippi River, although the temperatures are still very low, and clouds have served to lessen the cold intensity in the East. The influence of the North Pacific coast storm is felt as far east as Lake Michigan, snow falling generally within twenty miles.

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FINN TO BINGHAM, "I CAN USE FISTS IF NECESSARY"

Magistrate Utters Fresh Defiance in Talk From Bench to Lawyer-Politician.

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STOCKS STRONG AND THE TRADING ACTIVE

Railroads and Metal Shares
Prominent in Buying That
Brings Good Gains.

On a strong demand stocks made material gains in the early market to-day.

Colorado & Southern jumped 4 3/8, Chicago & Alton 3 1/4, Wisconsin Central and Consolidated Gas 2, Toledo, St. Louis & Western 1 3/4, the preferred 1 1/4, American Smelting 1 1/2, National Lead 1 3/8, Northwestern declined 2, Chicago Great Western and the preferred 1 1/2, and Illinois Central 1. The market closed with a burst of new strength in which gains of from 1 to 8 points were made. The following were the chief profit makers: Minn. St. Paul and Colorado Fuel and Iron 4 1/8, Smelting 4 3/8, Pull. 2 1/2, Ches. and Ohio 2, Consolidated Gas 2 1/2, the Pacifics from 1 to 3 points and Reading 1 3/4.

The total sales of stocks were 923,000 shares and of bonds \$7,350,000.

The Closing Prices.

Today's closing prices and last prices of stocks and bonds compared with yesterday's final figures are as follows:

Am. Can. Pac.	112 1/2	113 1/2	113 1/2	+1 1/2
Am. E. & W.	104 1/2	104 1/2	104 1/2	—
Am. Gas	104 1/2	104 1/2	104 1/2	—
Am. Ice	104 1/2	104 1/2	104 1/2	—
Am. Lumber	104 1/2	104 1/2	104 1/2	—
Am. Oil	104 1/2	104 1/2	104 1/2	—
Am. Sugar	104 1/2	104 1/2	104 1/2	—
Am. T. & P.	104 1/2	104 1/2	104 1/2	—
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Am. E. & W.	104 1/2	104 1/2	104 1/2	—
Am. Gas	104 1/2	104 1/2	104 1/2	—
Am. Ice	104 1/2	104 1/2	104 1/2	—
Am. Lumber	104 1/2	104 1/2	104 1/2	—
Am. Oil	104 1/2	104 1/2	104 1/2	—
Am. Sugar	104 1/2	104 1/2	104 1/2	—
Am. T. & P.	104 1/2	104 1/2	104 1/2	—
Am. Tobacco	104 1/2	104 1/2	104 1/2	—
Am. Water	104 1/2	104 1/2	104 1/2	—
Am. Can. Pac.	112 1/2	113 1/2	113 1/2	+1 1/2
Am. E. & W.	104 1/2	104 1/2	104 1/2	—
Am. Gas	104 1/2	104 1/2	104 1/2	—
Am. Ice	104 1/2	104 1/2	104 1/2	—
Am. Lumber	104 1/2	104 1/2	104 1/2	—
Am. Oil	104 1/2	104 1/2	104 1/2	—
Am. Sugar	104 1/2	104 1/2	104 1/2	—
Am. T. & P.	104 1/2	104 1/2	104 1/2	—
Am. Tobacco	104 1/2	104 1/2	104 1/2	—
Am. Water	104 1/2	104 1/2	104 1/2	—
Am. Can. Pac.	112 1/2	113 1/2	113 1/2	+1 1/2
Am. E. & W.	104 1/2	104 1/2	104 1/2	—
Am. Gas	104 1/2	104 1/2	104 1/2	—
Am. Ice	104 1/2	104 1/2	104 1/2	—
Am. Lumber	104 1/2	104 1/2	104 1/2	—
Am. Oil	104 1/2	104 1/2	104 1/2	—
Am. Sugar	104 1/2	104 1/2	104 1/2	—
Am. T. & P.	104 1/2	104 1/2	104 1/2	—
Am. Tobacco	104 1/2	104 1/2	104 1/2	—
Am. Water	104 1/2	104 1/2	104 1/2	—
Am. Can. Pac.	112 1/2	113 1/2	113 1/2	+1 1/2
Am. E. & W.	104 1/2	104 1/2	104 1/2	—
Am. Gas	104 1/2	104 1/2	104 1/2	—
Am. Ice	104 1/2	104 1/2	104 1/2	—
Am. Lumber	104 1/2	104 1/2	104 1/2	—
Am. Oil	104 1/2	104 1/2	104 1/2	—
Am. Sugar	104 1/2	104 1/2	104 1/2	—
Am. T. & P.	104 1/2	104 1/2	104 1/2	—
Am. Tobacco	104 1/2	104 1/2	104 1/2	—
Am. Water	104 1/2	104 1/2	104 1/2	—
Am. Can. Pac.	112 1/2	113 1/2	113 1/2	+1 1/2
Am. E. & W.	104 1/2	104 1/2	104 1/2	—
Am. Gas	104 1/2	104 1/2	104 1/2	—
Am. Ice	104 1/2	104 1/2	104 1/2	—
Am. Lumber	104 1/2	104 1/2	104 1/2	—
Am. Oil	104 1/2	104 1/2	104 1/2	—
Am. Sugar	104 1/2	104 1/2	104 1/2	—
Am. T. & P.	104 1/2	104 1/2	104 1/2	—
Am. Tobacco	104 1/2	104 1/2	104 1/2	—
Am. Water	104 1/2	104 1/2	104 1/2	—
Am. Can. Pac.	112 1/2	113 1/2	113 1/2	+1 1/2
Am. E. & W.	104 1/2	104 1/2	104 1/2	—
Am. Gas	104 1/2	104 1/2	104 1/2	—
Am. Ice	104 1/2	104 1/2	104 1/2	—
Am. Lumber	104 1/2	104 1/2	104 1/2	—
Am. Oil	104 1/2	104 1/2	104 1/2	—
Am. Sugar	104 1/2	104 1/2	104 1/2	—
Am. T. & P.	104 1/2	104 1/2	104 1/2	—
Am. Tobacco	104 1/2	104 1/2	104 1/2	—
Am. Water	104 1/2	104 1/2	104 1/2	—
Am. Can. Pac.	112 1/2	113 1/2	113 1/2	+1 1/2
Am. E. & W.	104 1/2	104 1/2	104 1/2	—
Am. Gas	104 1/2	104 1/2	104 1/2	—
Am. Ice	104 1/2	104 1/2	104 1/2	—
Am. Lumber	104 1/2	104 1/2	104 1/2	—
Am. Oil	104 1/2	104 1/2	104 1/2	—
Am. Sugar	104 1/2	104 1/2	104 1/2	—
Am. T. & P.	104 1/2	104 1/2	104 1/2	—
Am. Tobacco	104 1/2	104 1/2	104 1/2	—
Am. Water	104 1/2	104 1/2	104 1/2	—
Am. Can. Pac.	112 1/2	113 1/2	113 1/2	+1 1/2
Am. E. & W.	104 1/2	104 1/2	104 1/2	—
Am. Gas				